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WELCOME TO THE CHIEF JUSTICE.

Yesterday morning there was a large attendance of the legal profession in Hongkong assembled at the Courts of Justice to welcome and congratulate the Hon. Mr. Kees Davies, K.C., on his appointment as Chief Justice of the Colony. Among those present were the Hon. Mr. C. G. Alabaster, Acting Attorney-General, Hon. Mr. H. E. Pollock, K.C., Mr. M. W. Siade, K.C., Hon. Sir Kai Ho Kai, Mr. Eldon Potter, Mr. W. V. Drummond, of the Shanghai Bar, Mr. J. H. Kemp, Crown Solicitor, Mr. P. M. Hodgson, Assistant Crown Solicitor, Mr. H. A. Nisbet, Messrs. M. J. D. Stephens, J. Scott Harston, P. W. Goldring, C. Willson, H. J. Gedge, H. K. Holmes, S. W. Tso, L. R. Needham, Otto Kong Sing, F. X. d'Almada e Castro, Leo d'Almada e Castro, E. Davidson, and Bulmer Johnson.

The ATTORNEY-GENERAL—May it please your Lordship—that is the first occasion on which your Lordship takes your seat as holder of the substantive appointment of Chief Justice of this Colony, I should like to say on behalf of the Bar how much we welcome you in that appointment. We have known your Lordship for some years now, both on the Bench and at the Bar, and we have the fullest confidence that your Lordship will continue to maintain, in the honourable position which you now hold, as you have done in the past, the highest traditions of both. I feel myself fortunate in seeing here joining in this welcome not only the senior King's Counsel on the roll of this Court but also the senior member of the outer Bar on either hand of me, and also to the right the senior practising solicitor on the rolls of this Court. They are all present to bid you welcome to-day.

The CHIEF JUSTICE—Mr. Attorney, I have to thank you most cordially as spokesman of the profession for the very kind way you have introduced me to this Court. I have had the honour for fourteen years of serving as Attorney-General three Colonies of the Crown, having been for all those years tossed on the billows which surround the life of a law officer, and it is pleasing to find a haven on the judicial Bench. It has always been my ambition at the Bar to stand well with my colleagues in the profession, and I hope to retain their good will and their confidence on the Bench. I am fully alive to the responsibilities of the high office which I have obtained. Litigation in Hongkong, with the points of importance and issues involved, is second to none in the British Empire. I am following in the lines of distinguished predecessors, and in the case of my immediate and learned predecessor he was a jurist whose legal achievements and standard works have established him as a very high authority on the law of nations. Whilst, I, therefore, approach my task with confidence, I am sure I will receive the cordial co-operation of the Bar and of the legal profession as a whole in discharging without fear or favour the duties entrusted to me by our Sovereign. I beg to thank you very much for the kindly welcome given me, and to the profession as a whole for testifying their congratulations by their attendance here to-day.

MR. STEPHENS—My Lord, on behalf of the solicitors of this Court, I have pleasure in offering you our congratulations and welcome on your appointment to the high office of Chief Justice of the Supreme Court of Hongkong and of this Colony, and to add our hope that you may hold that office for many years to come. During a period of nearly forty years I have practised in this Colony. I have seen the office of Chief Justice of Hongkong filled by no fewer than six Chief Justices, and I have no hesitation in saying that the appointment of yourself to act in that office is one which cannot fail to give the greatest satisfaction to the solicitors of this Colony.

The CHIEF JUSTICE—I am very much obliged to you, Mr. Stephens.

MR. DRUMMOND—My Lord, I gather that my friend the Attorney-General has in the words he has addressed to your Lordship specially included me in the invitation to all members of the resident Bar here, and I feel very much gratified at his kindness and courtesy in asking me to take part in this function and in joining the resident members of the legal profession in Hongkong in offering to your Lordship our congratulations upon your assuming the high office of which you take charge to-day. I have for very many years past had a strong feeling that the administration of justice by British courts is—constitutes in fact—the very foundations of the British Empire, and that its administration is watched with the keenest respect and admiration not only by the large number of Chinese who are resident in this Colony and subject to this Court but who are resident in various parts of this vast Empire. I think, therefore, that the administration of justice by British courts in many parts of the Empire places Great Britain at the very apex of Western civilisation in the eyes of the world. I will only add that I am quite certain that your Lordship will fully maintain the high traditions which have grown up around the exalted office of which you assume charge to-day.

The CHIEF JUSTICE—I am extremely obliged to you, Mr. Drummond. I feel extremely fortunate that so old a member of the Bar as yourself should be present to take part in this welcome, and I thank you very much indeed. This concluded the proceedings.

THE FAREWELL CONCERT TO MRS. GORDON.

The excellent concert given in the Drill Hall at the Volunteer Headquarters last night by way of farewell to Mrs. A. G. Gordon, one of the Colony's most popular vocalists, was attended by many old residents familiar with the willing assistance Mrs. Gordon during the whole period of her residence in the Colony. Among those present were the Hon. Mr. C. G. Alabaster, Acting Attorney-General, Hon. Mr. H. E. Pollock, K.C., Mr. M. W. Siade, K.C., Hon. Sir Kai Ho Kai, Mr. Eldon Potter, Mr. W. V. Drummond, of the Shanghai Bar, Mr. J. H. Kemp, Crown Solicitor, Mr. P. M. Hodgson, Assistant Crown Solicitor, Mr. H. A. Nisbet, Messrs. M. J. D. Stephens, J. Scott Harston, P. W. Goldring, C. Willson, H. J. Gedge, H. K. Holmes, S. W. Tso, L. R. Needham, Otto Kong Sing, F. X. d'Almada e Castro, Leo d'Almada e Castro, E. Davidson, and Bulmer Johnson.

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THE GREAT RAYMOND.

The Great Raymond, whose masterly exposition of his art has ensured for his full houses in almost every city he has visited, presented an entire change of programme at the Theatre last night. The audience was satisfactory, though the house was not packed. Raymond showed a number of very fine card tricks, his manipulation of the pasteboard tokens being carried out on a different scale to that adopted by any of his predecessors. His illusions were all clever and neat, and quite as bewildering as those shown at the opening performances. A special matinee was held in the afternoon, and was well attended.

SHIPPING NOTES.

A writ of arrest was placed on a mast of the German ship *Pisagua* at Dover, it is understood, the instance of the tugs which salved her after the collision with the P. & O. liner *Oceania*.

The steamer *Cambrie*, which was in collision with the *Arabian* last week between Hongkong and Swatow, was found when examined at Shanghai to have had her stern smashed in, twenty plates being badly damaged. The forepeak filled with water, but the collision bulkhead held, and there was no danger of the vessel sinking.

The *Manchuria Daily News* states that the Nippon Yusen Kaisha management thinks of placing the Company's *Kamakura Maru*, 6,165 tons, on its Kobe-North China line in addition to the str. *Away Maru*, 2,934 tons, taking effect from next June. The *Kamakura Maru* is now on the Company's Yokohama-Seattle line, and was built in 1897 by Messrs. Palmer, Clarke and Co., Ltd., Belfast. She is under command of Captain K. Soyeda, formerly of the S. M. R. Co.'s str. *Sankio Maru*.

NAVAL NOTES.

The sum of £25,000 is to be spent in oil fuel storage at Hongkong. The coal strike crisis will hasten the development of oil fuel in the navy.

Commander Cyril Peel, who has been appointed commander of the *Minotaur*, flagship of the China Squadron, has been in the service 22 years, and reached commander's rank in 1909. He previously served on the Station.

Under the new organisation of the British Fleets, which came into force yesterday, the China, Australia and East India Squadrons are grouped together under the title of the Eastern Fleet. Apparently closer inter-relations are to be henceforward established between these hitherto separate units.

INTERESTING QUESTION OF NATIONALITY.

"If your father is a Britisher and your mother is a Chinese you can't come to Manilla. It makes no difference if your grandparents are citizens of the United States." So the Supreme Court held in a decision in the case of Harry Atholl Edwards, who sought a writ of habeas corpus against Collector of Customs H. B. McCoy.

The board of special inquiry had denied to Edwards the right to enter the Philippines, on the ground that his mother was a Chinese woman of full blood. Counsel for Edwards contended that the race to which one belongs depends upon the race of one's father, and that of the mother has no influence.

The Supreme Court sustained the findings of the board of special inquiry.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS"]

HAMBURG, April 10th.
LABOUR UNREST.

The coal strike in Great Britain has at last been officially terminated by a vote of 440 against 115 at the conference of the miners' federation last week, when it was decided that the narrow majority obtained in favour of a continuation of the struggle at the ballot of the men was not sufficient to justify such a step, a majority of two-thirds having on previous occasions been deemed necessary. Orders have therefore gone forth for the men to return to the pits, and most of them are probably too happy to do so; still they are a stiff-necked lot, particularly in the northern counties, and it is by no means certain that everything will pass off smoothly. To begin with, there are fears expressed of a strike of the transport workers in England next month; in Antwerp and Ghent they have already threatened to turn out unless a minimum wage of six francs a day is granted by the employers, and here in Hamburg the dock porters are demanding an increase in their pay, although the pay-sheets of the past year prove that the men in regular employment with stevedores, etc., have been earning from M. 1,000 to M. 2,000 during the twelve months (foremen even more) and others not much less. The coal miners in Saxony, Bohemia, etc., still hold out, but seem to be on the point of surrendering; on the other hand there are troubles amongst the labourers in the vineyards on the Rhine, where cases of sabotage have occurred in some of the best sites, and the movement is extending to the Moselle and other tributaries. There seems to be unrest in nearly all trades and industries; discontent is everywhere smouldering under the ashes, shooting out into flames now and again, and it is to be feared that the admission of the principle of a minimum wage will not tend to improve matters. The necessity of affording adequate protection to willing workers is becoming more apparent every day; people are beginning to see that it is the only way to counteract the combinations of organized labour and to prevent the entire trade of the country being placed at its mercy, as has recently been the case in England. The losses direct and indirect in wages and otherwise sustained by the nation on this occasion are estimated by competent judges at between 40 and 50 million sterling, which means a material decrease in the purchasing power of the people and the possible loss of some of our customers abroad. The German collieries have certainly profited by our inability to supply the latter, but whether they have gained a permanent footing in new markets the future will show. Be this as it may, the restoration of peace is hailed with satisfaction everywhere and will, it is hoped, give a fresh impetus to trade, which for some time past had assumed a somewhat quiet aspect. The heavy industries however, have been displaying great activity all along, makers raising their quotations almost every week; the falling off in the demand was chiefly noticeable in the textile ones, but since the holidays there has been a little more enquiry for woollen yarns and goods, and that a pause should have occurred in the Manchester goods business is not surprising, as many spinners and manufacturers both in England and on the continent are well sold up to the end of the year and beyond. Cotton itself, however, in spite of this and an American crop of 16 million bales pretty well assured, continues to advance steadily in price, for although continental mills took advantage of the low prices ruling in the winter to stock heavily both with actual cotton and contracts, so that shipments to the continent from the United States are so far a million and a half bales in excess of those during the same period last season, spinners in Great Britain and America acted with less foresight and can consequently not keep out of the market. The revival of the demand for goods came much later in the United States than in Europe, but when it once set in the mills there bought largely and continue to do so, thus strengthening the hands of southern holders. Moreover, planting has been delayed by heavy rains, floods, hurricanes and a low temperature, and although a reasonable weather henceforth may still be in time to help to secure an ample crop it must necessarily be a late one.

THE TOBACCO CROP.

Glowing accounts are being received with regard to the tobacco crop in Cuba, which is said to beat the record. In the absence of cyclones and drought the time of planting the young plant has had an unusually good start, the season continuing favourable throughout. Cutting of the leaves began in January and is almost over by now. The semi-monthly paper *El Tabaco* estimates the total yield at 700,000 tons, of which 175,000 tons in the Vuelta Abajo, 55,000 in the Vuelta Media, 80,000 in the Partidos and 410,000

in the remaining districts. Opinions as to the quality seem to differ, but it is hoped that it will be satisfactory in most sections.

GENERAL.

The shipping trade with the United States is threatened by a bill brought in Washington last week proposing to close the ports of the country under penalty of £5,000 to steamers belonging to owners who in the finding of any American court have infringed the Sherman Trust Act. This will apply to all the greatest English and German companies that have joined the shipping pool, and it is expected that they will leave no stone unturned to prevent the bill becoming law.

It is reported from Berlin that the Norddeutsche Lloyd in Bremen intends to establish a regular service of steamers between that port and San Francisco on the opening of the Panama Canal next year, but so far the news lacks confirmation.

Although as I stated in one of my former letters, Bremen has been outstripped by Rotterdam and Antwerp, its trade has grown sufficiently to render an extension of the dock and quay accommodation necessary, and plans with that object in view have been prepared by the harbour engineers, and are now under examination.

The Hamburg Colonial Institute has lately purchased the Diaries and other papers of the great African explorer Dr. Emin Pasha. The former in eight volumes began with his departure for Egypt on October 15th, 1874, and extend over the whole of his stay in the interior up to the day of his death, the 23rd October, 1892, the only gap being the four months of his illness after meeting with Stanley. The remaining eleven volumes and numerous loose sheets contain most valuable notes and observations of all kinds and descriptions concerning the country.

EXCITEMENT IN SHANGHAI NATIVE CITY.

CUTTING OF QUEUES.

Considerable excitement seems to have prevailed in the City on Thursday afternoon, says the *N.C. Daily News*, when, as the result of a proclamation, queues were forcibly cut off in considerable number. In the course of the attack upon this form of coiffure many took refuge in the French Concession, and as one of the men engaged in the work passed the boundaries and proceeded with his efforts there, he had to be arrested by the police.

The affair started by the issuing of a proclamation presumably coming from an official holding the rank of sub-prefect that all queues had to be instantly removed, and giving authority to the police and volunteers to cut off any which were found, besides imposing a fine of 55 upon those still clinging to the appendage. This work the police and volunteers proceeded to execute, and armed with scissars stationed themselves at the gates. Soon passers-by who had not discarded their queues were the object of unwelcome attention, and one and all found themselves queueless. Not content with this, it is stated that the soldiers entered private houses, where the same procedure was followed. These doings caused not only the utmost excitement in the vicinity, but also grave alarm.

A climax seems to have been reached when a steamer with a couple of hundred passengers aboard arrived at the Chinese Bund from Tungchow. No sooner had the passengers landed than they were laid hold of by the queue-cutters, and once more hair went cheap. In trying to evade their aggressors some of the passengers made for the French Concession. In all likelihood they did not think of the protection which foreign jurisdiction would afford them from molestation, but took this way as the most convenient means of flight. Whatever their intentions may have been, they led at least one of their pursuers to cross the boundary, and as he seems to have attempted to carry on his work whilst there, the French Police took him into custody.

The prisoner was brought up at the French Mixed Court and sentence of three days' imprisonment was passed upon him. The president of Harvard in Tientsin.

ADDRESS AT THE PEIYANG UNIVERSITY.

Dr. Eliot, Emeritus President of Harvard University, America, addressed a large gathering of students at the Peiyan University recently.

In an eloquent address, which lasted half an hour, the distinguished visitor outlined the progress which the western world had made during the last one hundred years.

Up to 150 years ago he said the thoughts and actions of the people in the West were the same as, if not more backward than, those of the Chinese people of to-day. Only two hundred years ago, the heads of criminals were still hung in public places in London and women's rights were unknown.

If the West had progressed since, it had been due to the "inductive" method of reasoning. One observed this especially in connection with the sciences, where careful observations, accurate methods and true results were principal features. Whilst in Shanghai, the speaker continued, he was particularly impressed with the careful drawings made by the students of the recently established Harvard Medical School. That showed the Chinese possessed to the full the faculty of "the inductive method."

He had no doubt that, given an equal chance, the Chinese would before long contribute much to the modern knowledge of the world. But Chinese should at the same time study the good points of other nations, and wherever possible make improvements. Two points he wished to impress upon his hearers. These were: first, the education of women, and second, the belief in a divine Being, who governed our actions.

Dr. Eliot's address was listened to with marked attention by all present.

THE DARE TO DIES.

LEADER FINED AT SHANGHAI.

Liu Fah-piao, the founder of the "Dare-To-Die" band of soldiers, appeared on remand at the Mixed Court yesterday, says the *N.C. Daily News*, of the 25th inst., on a charge of returning to the Settlement after having been expelled. Much interest was taken in the case and General Li was among those present in Court. The accused, who was described on the charge sheet as an officer, married, of the Native City, was charged with returning to within the limits of the International Settlement after previously being expelled therefrom, such sentence being dated January 6th, 1909. Further, with having in his possession one loaded automatic revolver in contravention of bye-law thirty-seven. The accused had been remanded in custody from Monday, pending the direction of the Consular Body.

Mr. C. G. Kirk appeared on behalf of the Police and Mr. H. S. Oppé represented the accused.

Mr. Garstin, in announcing the decision of the Court, said:—The accused is charged with returning to the Settlement after being expelled therefrom and with carrying a loaded revolver on his person in the Settlement. He was sentenced in January, 1909, to two years' imprisonment for extortion, to be followed by expulsion from the Settlement. The defense is that though the original charge was one of extortion, the evidence showed that the accused's real offence was that he was a member of an anti-Manchu Society, and it is argued that the party to which he belonged having proved successful the sentence of expulsion passed against him three years ago on political grounds cannot be enforced now. But it is clear that, even though the money which the accused collected at that time from unwilling contributors had been devoted to the funds of the party of which he is now so conspicuous a member, the evidence of extortion by means of threat still remains. The accused deliberately entered the Settlement knowing that the order of expulsion was still outstanding against him, and he must take the consequences of his act. The circumstances under which he entered the Settlement, viz., to attend a banquet at the invitation of the Chinese Chamber of Commerce, have been taken into consideration. He will have the option of paying a fine of \$400; in default of payment he will be imprisoned for three months.

Mr. Oppé asked whether the judgment then given was the judgment of that Court.

Mr. Garstin.—It is announced by this Court on the advice of the Consular Body.

Mr. Kirk.—Does the order of expulsion as originally made stand, or is it upset?

Mr. Garstin.—It stands, of course.

Mr. Kirk.—Then there is the question of the revolver.

Mr. Garstin.—The revolver may be returned to the accused.

Accused said that he was only receiving a salary of \$140 a month, and he asked how he would be able to support his family if he paid the fine. He also asked whether, in the event of his not paying the fine, he would be detained at the station or be sent to the Municipal gaol.

Magistrate Kuán pointed out to him that his sentence had been made lighter by the option of a fine in consequence of the Court having taken into consideration the fact that he came into the Settlement at the invitation of the Chinese Chamber of Commerce. His coming was nevertheless a breach of the regulations.

It is understood that the fine was paid immediately after the hearing of the case.

THE EFFECT IN SHANGHAI.

The arrest and detention of the leader of the "Dare-To-Dies" has had an effect locally which could scarcely have been anticipated. Now that he is at liberty the fears which the episode gave rise to may not be realized, but until yesterday morning at any rate these were still present in the situation.

In the first place the troops threw the blame for their leader's arrest upon the Chinese Chamber of Commerce, from whom the invitation to the memorable tiffin party came. On behalf of the Chamber it is pointed out that they were not aware of the situation with regard to Liu Fah-piao and the Settlement, but in spite of this the report is current that the soldiers accuse the Chamber of enticing Liu to the Settlement for the purpose of having him arrested.

As a consequence Chinese merchants living outside the Settlement have been in great fear of reprisals, on the part of the troops, in the nature of attacks on their property or persons. It is

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS ONLY, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Society.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [651]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [642]

WANTED.

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks and writes English, French and German. Excellent References.

Apply—

X.Y.Z., Care of "Daily Press" Office.

Hongkong, 2nd May, 1912. [653]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship

"GLENSTRAE."

Captain Jas. McGillivray, will be despatched to LONDON and ANTWERP on or about the 31st May.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd May, 1912. [654]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA."

Captain Arielt, having received Consignments of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s. "Tatti" from Norrkoping.

Ex.s. "Kong Sigard" from Christiania.

Ex.s. "Jelo" from Christiania.

Ex.s. "Trolleborg" from Åhus.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st May, 1912. [655]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th May will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th May, at 9.30 A.M.

All Claims must reach us before the 15th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 1st May, 1912. [656]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese). Good Knowledge of English and quick at figures.

Apply to—

THE MANAGER,

Care of "Daily Press," Office.

Hongkong, 1st May, 1912. [641]

LICHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29 February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 17th April, 1912. [632]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 p.m. on MONDAY, the 13th MAY, 1912, when the Directors' Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th May, both days inclusive.

By Order of the Directors,

J. A. WATTIE & CO., LTD.

Secretaries and General Managers.

Hongkong, 2nd May, 1912. [643]

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 p.m. on WEDNESDAY, the 15th of MAY, 1912, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1911, will be presented.

The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive.

By Order of the Directors,

J. A. WATTIE & CO., LTD.

Secretaries and General Managers.

Hongkong, 2nd May, 1912. [644]

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks and writes English, French and German. Excellent References.

Apply—

X.Y.Z., Care of "Daily Press" Office.

Hongkong, 2nd May, 1912. [653]

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THE Steamship

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Hongkong, 2nd May, 1912. [654]

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Ex.s. "Trolleborg" from Åhus.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st May, 1912. [655]

NOTICE TO REMOVAL

NOTICE.

WE beg to notify the Public that our Office has been REMOVED to the First Floor of POWELL'S BUILDING, 12, Des Voeux Road Central.

HUMBLE & REIF.

Hongkong, 29th April, 1912. [625]

NOTICE.

THE OFFICE of the CREDIT FONCIEE D'EXTREME-ORIENT has been REMOVED from Queen's Building to 2nd Floor, PRINCE'S BUILDING, opposite the King Edward Hotel.

Hongkong, 30th April, 1912. [629]

NOTICES OF FIRMS

NOTICE.

M. WILLIAM GILBERT WORCESTER has This Day been admitted a partner in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of "MOXON & TAYLOR."

MOXON & TAYLOR.

Hongkong, 1st May, 1912. [640]

NOTICE.

NO ORDER or Orders for Machinery, Tools, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

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Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 1st May, 1912. [656]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager.

H. HAYNES.

Hongkong, 1st March, 1912. [389]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese). Good Knowledge of English and quick at figures.

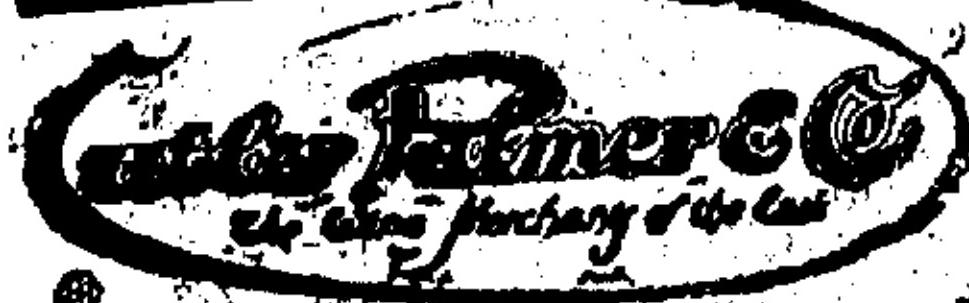
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THE MANAGER,

Care of "Daily Press," Office.

POWER FOR NOTHING.

NEW F.O.C. TO COAL.



NAPIER JOHNSTONES'

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WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and for All Wine Merchants.

[62]

"We are no longer interested in, or affected even remotely by, coal and miners' strikes," said the proprietor of one of the largest box and packing case manufacturing plants in the whole of London to an *Express* representative who visited his works recently. "We get all the power we want on the premises for nothing."

The *Express* representative glanced round in bewilderment at the humungous engines developing 200 h.p. and the scores of men working busily at the whirring lathes, and speculated on the source of all this power.

"The entire power used in these works, which has an annual turnover of tens of thousands of pounds," said the proprietor, "is derived from one thing, and one only—the carbon from common wet sawdust, if air be excepted!"

A patent gas plant has now been placed on the English market capable of producing not only from sawdust, but from practically all combustible refuse, a gas greater in power and calorific value, and richer in hydrocarbons, than the producer gas from coal. And the cost of the new fuel for manufacturers who possess quantities of combustible waste refuse which they would otherwise have to destroy is practically nothing.

FREE OF COST.

"I have recently installed one of these plants," Mr. Clarke, of Messrs. Clarke & Co., Grove-road, Bow, who make hundreds of tons of waste sawdust, wood chips, and shavings in their business, told the *Express* representative, "and I can only say that I am delighted with it. I estimate that whereas my power was formerly derived from producer gas made from coal costing me about £6 a week, it will now cost me nothing at all."

"Since the coal strike began at least three of my friends have announced their intention of installing similar plants."

The plant used is known as the Eureka Patent Gas Producing Plant. Mr. G. E. Ligo, the London manager for Messrs. Salmon, Whitfield & Co., of Carlton House, Westminster, the sole manufacturers, described the new plant in detail to the *Express* representative.

"The plant itself," he said, "consists merely of a firebrick-lined generator of special design, with extended feeding hopper, tar extractor, and dry scrubber."

The fuel is fed into the generator through the hopper, and the gas generated passes upward through an ingeniously arranged gas washer, which, while cooling it, also extracts any small particles of dust which have been drawn out of the generator by the action of the engine and a certain portion of the tar which is present in most waste material.

"All the tar which still remains in the gas is completely and effectively extracted by a rotary tar extractor, and the gas, after passing through a purifier which finally removes all traces of dust or moisture, is ready for use for any power or heating purposes."

PRICES COMPARED.

"The relative power costs per annum of the new plant to the manufacturers referred to, compared with the ordinary types of engines, and allowing in every case for depreciation, fuel, water, attention, oil, and so forth, are shown at a glance in the following table:—

Cost of 50-h.p.

Type of Engine.	Fuel.	per annum.
Steam.....	Ord. Coal.....	£400
Motor.....	Electricity.....	492
Gas Engine.....	Town Gas.....	387
Producer.....	Anthracite.....	174
Eureka Gas.....	Sawdust.....	Nil.

"Manufacturers, again, who use this plant obtain as a waste from the waste plant a permanganate export tax of 2½ per cent.—a burden which was not imposed in Ceylon, in Southern India, or in any of the Dutch colonies. If the money were laid out on the districts from which it was levied they would not complain, but it was being spent in order to build railways in Pabang, Kelantan, and Siam. A great deal of British capital was invested in rubber in the Federated Malay States, and that was that the taxation imposed by the Government there was unnecessarily high. The Federated Malay States had a surplus of £5,000,000, and yet the Government insisted on getting out of the rubber industry a pernicious export tax of 2½ per cent.—a burden which was not imposed in Ceylon, in Southern India, or in any of the Dutch colonies. If the money were laid out on the districts from which it was levied they would not complain, but it was being spent in order to build railways in Pabang, Kelantan, and Siam. A great deal of British capital was invested in rubber in the Federated Malay States, and if the proprietors did not make a strong protest they would deserve all they got."

The motion was adopted, and a resolution was passed to pay a final dividend of 17½ per cent., less tax.

WM. POWELL,
LTD.

TELEPHONE 346.

DRAPEERS MILLINERS,
OUTFITTERS,
COMPLETE HOUSE
FURNISHERS, etc.NEW ADDRESS,
12. DES VŒUX ROAD CENTRAL.

(Opposite their Old Premises).

Wm. Powell, Ltd.,

[636]

GARNER, QUELCH & Co.,

WINE MERCHANTS.

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

PARCELS ON APPROVAL.

[94-2]

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship "LOTHIAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p. Comdr. Condr. Lambie, C.I.L., Shanghai.

Astrea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 i.h.p., Captain E. La T. Leatham, Shanghai.

Atala, admiral tug, 615 tons, 1,400 i.h.p. Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. B. E. Prichard, Kinshing.

Briton, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d. Commr. Hugh F. M. Williams, Hankow.

Cambria, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340. Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. E. Bodiam, Whelham, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lieut.-Comdr. Maxwell, Swatow, Kent, armoured cruiser, 9,500 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kirks, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Faso, Surveying Duties.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winship, R.C.B., C.V.O., C.M.G., 14,500, tons, i.h.p. 27,000, Capt. G. O. Cleyley, Hongkong.

Mouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.

Moors, river gunboat, 180 tons, 2 guns, 2,000 i.h.p., Lt.-Comdr. G. P. Leith, West River.

Nervous, 2nd class cruiser, 4,800 tons, turbines, 22,000 i.h.p., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Macmillan, Shanghai.

Sparta, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Alan Dixon, West River.

Rosario, depot ship for Submarines, 960 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. I. A. S. H. Hutton, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Comdr. Brickett, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Evans, Hongkong.

Teal, river gunboat, 160 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Ron Gay Stodford, Ching-kiang.

Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. H. B. N. Cottrell-Dorner, Hankow.

Uak, T.B.D., 59 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. W. Blunt, Hongkong.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,000 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.

Widgeon, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. F. A. Byrne, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. T. H. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 6,900 i.h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.

Wildcat, gunboat, 195 tons, 2 guns, 800 i.h.p., Comdr. M. H. Wilding, Kinshing.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

Woodpecker, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.

Submarines:—

No. 37, A. A. L. Fenner, Lieut.-Comdr.

No. 38, J. B. A. Codrington, Lt.-Comdr.

T.B. 035, Lt.-Com. Woodward, West River.

T.B. 036, Lt.-Com. Murphy, West River.

T.B. 037, Lt.-Com. Nicol, West River.

T.B. 038, Lt.-Com. Seymour, West River.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf, Mecca, HUNG CHEONG, Haiphong Road

ENGLISH RECORDS

to be had

ONLY

from ROBINSON'S

\$1.50 EACH.

NOTE THEY ARE
DOUBLE-SIDED.

of the

LONDON

MUSICHALLS.

WILKIE

BARD,

LITTLE TICH,

GEORGE FORMBY,

BILLY WILLIAMS,

GEORGE GROSSMITH,

ALBERT WHELAN,

WHIT CUNLIFFE.

DRAPERS MILLINERS,
OUTFITTERS,
COMPLETE HOUSE
FURNISHERS, etc.

NEW ADDRESS,
12. DES VŒUX ROAD CENTRAL.

(Opposite their Old Premises).

Wm. Powell, Ltd.,

[636]

GARNER, QUELCH & Co.,

WINE MERCHANTS.

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

[123]

in the United States that owe their success to the results of his investigation and advice.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)
VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.

For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.

The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central

**THE
BANK
LINE**

LTD

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DILAGOYA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.
And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DILAGOYA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:
27th April. S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivaled opportunities,
than by any other route. For a return ticket to London
the cost is £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £25. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS	TONS	STARTING	1912
NILE	11,000	TUESDAY, 14th May,	at 1 P.M.
MONGOLIA	27,000	TUESDAY, 21st May,	at 1 P.M.
PERSIA	9,000	TUESDAY, 11th June,	at 1 P.M.
KOREA	18,000	TUESDAY, 18th June,	at 1 P.M.
SIBERIA	36,000	TUESDAY, 2nd July,	at 1 P.M.
CHINA	10,200	TUESDAY, 9th July,	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 16th July,	at 1 P.M.
NILE	11,000	TUESDAY, 30th July,	at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU	7,000	WEDDAY, 8th Capt. T. Yamawaki May, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA...	MIYASAKI MARU	9,000	WEDDAY, 22nd Capt. T. Murai May, at Daylight
SEATTLE	SADO MARU	7,000	TUESDAY, 7th Capt. K. Asakawa May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU	7,000	TUESDAY, 21st Capt. S. Tominga May, at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	YOKOHAMA MARU	7,000	About 1st June, from KOBE
KOBE and YOKOHAMA	YAWATA MARU	6,000	FRIDAY, 10th Capt. T. Sakine May, at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	6,000	FRIDAY, 7th Capt. M. Yagi May, at Noon
SHANGHAI, MOJI and KOBE	BOMBA MARU	7,000	MONDAY, 13th Capt. T. Noguchi May, at Noon
SHANGHAI and KOBE	KIRIN MARU	6,000	THURSDAY, 9th Capt. M. Deguchi May, at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ♦ Cargo only
† Calling at Keelung.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. A. Mockor, Saturday, 4th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
HITACHI MARU	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd
KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th

FOR SEATTLE

STEAMER	TONS	CAPTAIN	FROM HONGKONG
SADO MARU	7,000	K. Asakawa	May 7th
INABA	7,000	S. Tominga	May 21st
KAMAKURA	7,000	K. Soeda	June 4th
TAMBA	7,000	S. Wada	June 18th

For further information, apply to—

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$ 81 \$ 75 \$ 65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For further information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

[12-15-41-655]

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO.

Hongkong, 2nd May, 1912.

[13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 3rd May.	On 25th May.
EMPIRE	On 31st May.	On 22nd June.
ST. ALBANS	On 26th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.

AGENTS.

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SAN FRANCISCO

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyer—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The

SHIPPING

ARRIVALS.

ANDALUSIA, German str., 5,371, W. Arieit, 1st May—Singapore 25th April, General—Hamburg-Amerika Line.
BULOW, German str., 5,023, H. Formes, 1st May—Bremen 20th March, General—Meichers & Co.
CARL DIEDERICHSEN, German str., 774, Ch. Jürgenson, 1st May—Hainan 30th April, General—Jehsen & Co.
DAIGI MARU, Japanese str., 345, Y. Somukawa, 1st May—Tamsui via Amoy and Swatow 30th April, General—Osaka Shosen Kaisha.
DOVIE, Norwegian str., 733, F. Siguland, 1st May—Manila 28th April, Sugar—Order.
GUTHRIE, British str., 2,338, F. H. Gamble, 1st May—Sydney via Manila 28th April, General—Butterfield & Swire.
HAITAN, British str., 1,218, Reach, 1st May—Foochow, Amoy and Swatow 30th April, General—Douglas Landau & Co.
KWANGSI, British str., 1,227, Plunkett Cole, 1st May—Weihaiwei 25th April, General—Butterfield & Swire.
LYEMOON, German str., 1,233, Hellhoff, 30th April—Saigon 26th April, Rice and General—Order.
YERIMO MARU, Japanese str., 2,350, Yamaguchi, 30th April—Moj 24th April, Genl.—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
May 1st.

BULOW, German str., for Yokohama.
CHENGMAI, German str., for Haiphong.
HUSAN, British str., for Swatow.
MUTTRA, British str., for Singapore.
NINGHOU, British str., for Saigon.

DEPARTURES.

May 1st.

CHONGMING, British str., for Canton.
CHILDAR, Norwegian str., for Manilla.
CHINA, Austrian str., for Straits.
HAIMUN, British str., for Swatow.
KUEICHOW, British str., for Canton.
KUMSANG, Chinese str., for Canton.
KWANGLEI, Chinese str., for Canton.
MATHILDE, German str., for Haiphong.
MUTTRA, British str., for Straits.
NAMUR, British str., for Straits.
RUBI, American str., for Manila.
SOSHU MARU, Japanese str., for Swatow.
SOSHU MARU, Japanese str., for Swatow.
SUNGKANG, British str., for Haiphong.
WASHING, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. Mongolia left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. Nippon Maru sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.

The T.K.K. str. Tenyo Maru sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 25th May.

THE AUSTRALIAN MAIL.

The E. & A. str. Eastern left Manila on the 30th April, at 11 p.m., and is expected to arrive here on the 3rd May, at daylight.

The I.G.M. str. Coblenz left Yap on the 26th April, at 8 a.m., and may be expected here on or about the 3rd May.

The N.Y.K. str. Nitto Maru (Australian Line) left Thursday Island for this port via Manila on the 25th April, and is expected here on the 6th May.

THE CANADIAN MAIL.

The O.P.R. str. Empress of Japan arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 8 a.m.

THE MERCHANTS STEAMERS.

The str. Indramayo left Singapore on the 27th April, p.m., and is due here on or about 3rd May, a.m.

The str. Dilwara, from Calcutta, left Singapore on the 29th April, p.m., and may be expected here on or about the 4th May.

The A.L. str. Bohemia left Singapore for this port on the 29th April, p.m., and will arrive here on the 4th May, a.m.

The str. Gregory Apcar from Shanghai and Kobe left Moji on the 29th April, p.m., and may be expected here on or about the 4th May.

The str. Indramayo passed the Suez Canal on the 4th April, and is due here on or about 6th May.

The str. Glenesk left Singapore on the 30th April, a.m., and is due here on or about 6th May, a.m.

The str. Mogul Line str. Lothian left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. Glenesk passed the Suez Canal on the 9th April, and is due here on or about 11th May.

The T.K.K. str. Hongkong Maru sailing from Callao on the 27th inst. for Hongkong, and is expected to arrive at this port on the 14th May.

The str. Ceylon left Suez on the 22nd April, and is expected to arrive here on or about the 29th May.

INDO-CHINA STEAM NAVIGATION CO., LTD. Suisang, from Calcutta, is due in Hongkong 7th May.

SHIRE LINE.

Monmouthshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD. Farizka, from Rangoon, is due in Hongkong 7th May.

The str. Muttra is due here on the 28th from Japan, and leaves on the 28th for Rangoon via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & BIG.	OWNER.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	GLENFARG	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co. ...	On 5th inst.
VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co. ...	On 11th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PAALAWAN	Brit. str.	—	C. R. Longdon E.N.E.	P. & O. S. N. Co. ...	About 15th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & Co. ...	On 31st inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	J.D. AHLERS	Ger. str.	k. w.	Gronau	HAMBURG-AMERIKA LINER	On 4th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERIKA LINER	On 27th inst.
HAVRE, BREMEN & HAMBURG	C. FRED. LAEISE.	Ger. str.	k. w.	Solmer	HAMBURG-AMERIKA LINER	On 12th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SCANDIA	Ger. str.	k. w.	Knaus	HAMBURG-AMERIKA LINER	On 7th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SACHEEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINER	On 6th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th inst. at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	SITHONIA	Jap. str.	—	Kotze	HAMBURG-AMERIKA LINER	On 30th inst.
MARESOLLES, HAVRE & HAMBURG, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 16th inst. at 1 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd inst. at 1 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	TRISTE	Ans. str.	—	—	SANDER, WILHELM & Co.	On 19th inst. at 6 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	FLORENCE	Ans. str.	—	—	SANDER, WILHELM & Co.	On 1st June.
MARESOLLES, HAVRE & HAMBURG, &c.	MATOPPO	Am. str.	—	Dormand	THE BANK LINE LTD.	About 15th inst.
MARESOLLES, HAVRE & HAMBURG, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 13th inst. at 6 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	MONTEAGLE	Jap. str.	2 m.	W. W. Greene	CANADIAN PACIFIC R. Co.	On 1st June, at 6 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	CHITO MARU	Jap. str.	—	—	TOYO KAIEN KAISHA	On 7th Inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	NILE	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 14th inst. at 1 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 21st inst. at 1 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	YAROSHAWA	Am. str.	—	—	MELCHERS & Co.	On 4th inst. P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	GUTHRIE	Am. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	COLENZ	Am. str.	—	—	MELCHERS & Co.	On 18th inst. at 9 A.M.
MARESOLLES, HAVRE & HAMBURG, &c.	HASTEN	Am. str.	—	—	GIBE, LIVINGSTON & Co.	On 25th inst.
MARESOLLES, HAVRE & HAMBURG, &c.	MINNEBOTA	Am. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	FAZILKA	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	PERSIA	Am. str.	—	—	SANDER, WILHELM & Co.	About 30th inst.
MARESOLLES, HAVRE & HAMBURG, &c.	COLMENZ	Am. str.	—	R. E. Takeda	MELCHERS & Co.	About 3rd inst.
MARESOLLES, HAVRE & HAMBURG, &c.	IKO MARU	Am. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 9th inst.
MARESOLLES, HAVRE & HAMBURG, &c.	NIKKO MARU	Am. str.	—	—	TOYO KAIEN KAISHA	On 8th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	HONGKONG MARU	Am. str.	—	—	JAYA-CHINA-JAPAN LINER	On 7th June at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	TIENPSIN	Am. str.	—	J. B. Damme	JAYA-CHINA-JAPAN LINER	Quick despatch.
MARESOLLES, HAVRE & HAMBURG, &c.	CHIPSHING	Am. str.	—	E. McNeely	JARDINE, MATHESON & Co., Ltd.	On 7th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	CHENAN	Am. str.	—	L. Jones	BUTTERFIELD & SWIRE	To-day.
MARESOLLES, HAVRE & HAMBURG, &c.	KIRIN MARU	Am. str.	—	M. Deenchi	NIPPON YUSEN KAISHA	To-morrow.
MARESOLLES, HAVRE & HAMBURG, &c.	WAISHING	Am. str.	—	G. S. Hohnwood	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	SHANGHAI	Am. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 4th inst. at M'night.
MARESOLLES, HAVRE & HAMBURG, &c.	BOHEMIA	Am. str.	—	M. Courtney	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	SHANGHAI	Am. str.	—	A. H. Stewart	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	SHANGHAI, KOBE & MOJI	Am. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	On 10th inst. at D'light.
MARESOLLES, HAVRE & HAMBURG, &c.	SHANGHAI, KOBE & MOJI	Am. str.	—	W. C. Passmore	BUTTERFIELD & SWIRE	On 10th inst. at D'light.
MARESOLLES, HAVRE & HAMBURG, &c.	SHANGHAI, KOBE & YOKOHAMA	Am. str.	—	P. H. Wolfe	BUTTERFIELD & SWIRE	On 10th inst. at 2 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	FOOCHEW	Am. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	AMOY, WEIHAIWEI, CHEFOO & TIENSIN	Am. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	On 12th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	SWATOW, AMOY & NINGPO & SHANGHAI	Am. str.	—	Leach	JARDINE, MATHESON & Co., Ltd.	On 13th inst. at 2 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	SWATOW, AMOY & FOOCHEW	Am. str.	—	S. A. Crosby	JARDINE, MATHESON & Co., Ltd.	On 14th inst. at 4 P.M.
MARESOLLES, HAVRE & HAMBURG, &c.	SWATOW, AMOY & FOOCHEW	Am. str.	—	Bornam	JAYA-CHINA-JAPAN LINER	On 15th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	MANILA	Am. str.	—	T. Nomura	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
MARESOLLES, HAVRE & HAMBURG, &c.	MANILA, CEBU & ILCOLO	Am. str.	—	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ SYRIA Capt. E. A. Peters, ... } Capt. W. R. Hickey, ... } Capt. A. L. Valentine, ... }	About 8th May. About 9th May. About 11th May.	Freight and Passage. Freight and Passage. See Special Advertisement.
LONDON via USUAL PORTS	OF CALL	Noon.	
LONDON and ANTWERP	VIA SINGAPORE, FE	PALAWAN	About 15th May.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. R. Longden, E.N.E.		Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY & SHANGHAI	HUNAN	On 2nd May, 4 P.M.
AMOY WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHOW	On 2nd May, 4 P.M.
SHANGHAI	CHENAN	On 2nd May, 4 P.M.
SHANGHAI	LINAN	On 4th May, M'night.
MANILA, CEBU and ILOILO	TEAN	On 7th May, 4 P.M.
SHANGHAI	CHINHUA	On 9th May, 4 P.M.
SHANGHAI	ANHUI	On 11th May, M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNS, VILLE, BRISBANE, SYDNEY

{ GUTHRIE } On 8th May, 4 P.M.

and MELBOURNE

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES.

TELEGRAMS—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Cabin accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIBBLE AGENTS.

For Freight or Passage apply to— Hongkong, 1st May, 1912.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY,	3rd May, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans ...	TUESDAY,	7th May, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	10th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" ...	Capt. A. H. Stewart ...	SUNDAY,	5th May, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		WEDDAY,	8th May, at 11 A.M.

For Freight and Passage, apply to—

DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.

Hongkong, 2nd May, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government, MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIL SINGAPORE, PENANG, COLOMBO, ADEN, SUZU and PORT SAID.

SS. "BOHEMIA," 7,900 tons, will leave seaboard on 19th May, 1912, 6 P.M. TO SHANGHAI.

SS. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 1st, \$35 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

SS. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZU, PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice \$45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents.

Hongkong, 1st May, 1912.

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HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVER, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BAYERN ... 6th May.

S.S. ALEXIA ... 24th May.

S.S. Segovia ... 4th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 7th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).
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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	Leave.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOAIKI, AND YOKOHAMA ...	"SEATTLE MARU"	6,182	THURSDAY, 16th May, at 1 P.M.
"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.	
"TACOMA MARU"	6		

